March 28, 1993

Dear David,

Glad to have spoken with you recently! Enclosed are copies of the Assassination Files photos of Secret Service agent Clint Hill riding the rear port bumper of the presidential limousine. In following up my concerns about these photos I went to Mortal Error and so also include the "seating arrangements" diagram from page 119 and also CE 698 from the photo section. Note how well the Secret Service protects Dave Powers and Ken O'Donnell! Note also CE 698 shows Clint Hill riding the rear bumper of the presidential limousine. In this photo the heavy crowds are quite apparent as you mentioned in our most recent conversation.

Two comments about the CE 698 photograph. Prior to "discovering" the agent-on-the-bumper photos from my first time viewing of Assassination Files, I had no knowledge of any Secret Service agent joining the presidential limousine at any point prior to Clint Hill leaping to the trunk after the fatal shot(s). Yet I finished reading (and studying the photographs etc.) Mortal Error about a year ago and had not noticed this very observable fact. More important, I now note from this photo that the two portside motorcycle escorts are not to be seen though their starboard counterparts are quite visible approximately even with Roy Kellerman. (A bit ahead of where they would be found in the Z film but probably where they should be to sweep the crowd back.) Note from the p. 12 photo of AF the two portside escort motorcycles seem to be well behind the presidential limo single file instead of side by side. My written comments to these copies still stand: How did Hill transfer from the backup car to the presidential limo? I imagine that this would not be difficult in itself for a properly trained agent and yet many photos show a very small (and dangerous) gap between the rears presidential bumper and the front bumper of the backup car. More to the point, why weren't two agents assigned to ride the rear bumper of the JFK limo? If agent Hill was ordered or chose to transfer himself to the rear bumper why not a counterpart agent from the other side? Presumably John Ready, (no pun intended) as noted from the seating diagram.

Also enclosed is a copy of p. 5 of the most recent TTD that I have corrected for the transposal of the text to the correct set of diagrams. I found this article much easier to read with a separate set of illustrations to avoid the necessary flip-flop.

Yes, I would like a copy of Six Seconds in Dallas. No rush, let me know what your expenses were and I'll be happy to reimburse you. The same goes for the Oswald autopsy photos. Could you also send me a copy of p. 15 of "Mysterious Witness Deaths."?

I will be moving to Chapel Hill, North Carolina about the middle of May. Thereafter, I will be very busy hustling insurance for Northwestern Mutual. I would appreciate it if you would still keep me "in the loop" though I won't always be able to respond as thoroughly or as promptly as I would like for awhile. Write me at my NYC address until I send you my new North Carolina address.

Sincerely,

Stephen Sitz

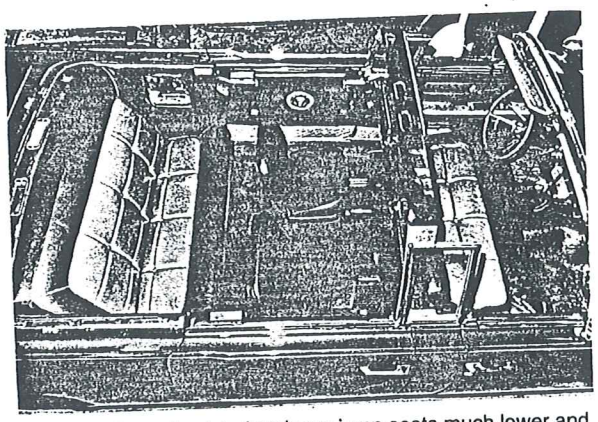
Stephen Sitz

had never read the book, though it had come
l considerable fanfare and controversy. Man-
n retained by the Kennedy family after the as-
rite a detailed account of the events in Dallas.
hadn't deviated from the Warren Commission's
e killing, he did manage to get crossways with
er certain details in his narrative that the family
priate. Lawsuits and charges flew but the dis-
vas resolved.
ong figured the book for what it was—a glo-
l-done rendering of the Warren Report—and
'd never bothered to buy it. But he thanked
up the heavy tome and began flipping through
nding any pictures, Donahue turned by chance
ge of chapter three. The chapter, titled "Mar-
he chaotic scene in Dealey Plaza immediately
s.
hairs flew up on his neck. Right in the middle
n front of his eyes, was what he'd been looking
years: *"From the rear of the follow-up car*
es the barrel of the AR-15 and points it about

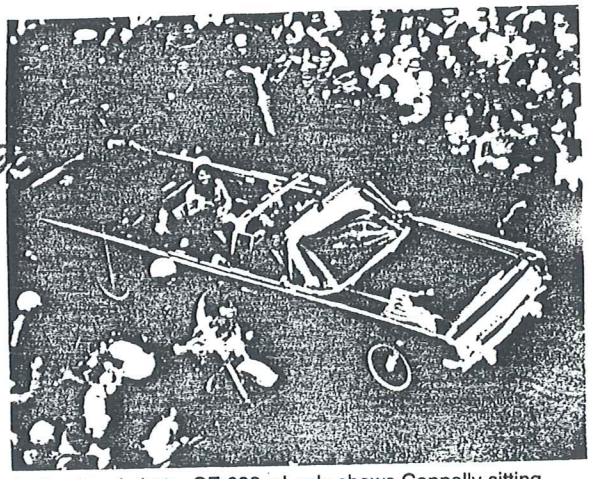
5 is the civilian version of the M-16, the au-
was used as the primary American infantry
m. The gun is well known for the extremely
nature of the bullets it fires. Due to its high
ullet's relatively light weight, the slug disin-
t.
ly turned to the index. Henderson. Hendrix,
. . Hickey. There was one other reference to
ook, on page 134. Donahue turned to it. Man-
ibing the vehicles in the motorcade and the
ontained. (See drawing 3.)

follow-up convertible, District license
3. Agent Sam Kinney, at the wheel, kept
e back of the President's head. Emory
ack's commander, was next to Kinney.
on the left front running board. Agent Bill
behind him. John Ready was on the right
oard, Agent Landis behind him. Dave
he right jump seat, Ken O'Donnell in the

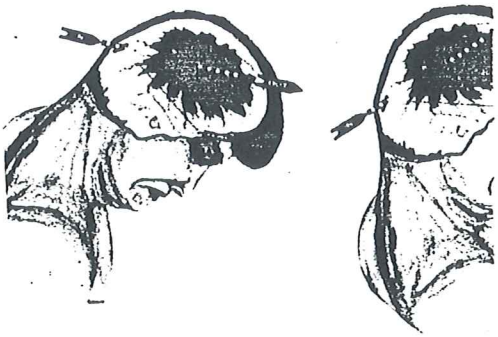
3. The location of everyone in the presidential limousine (right) and the Secret Service follow-up car (left).



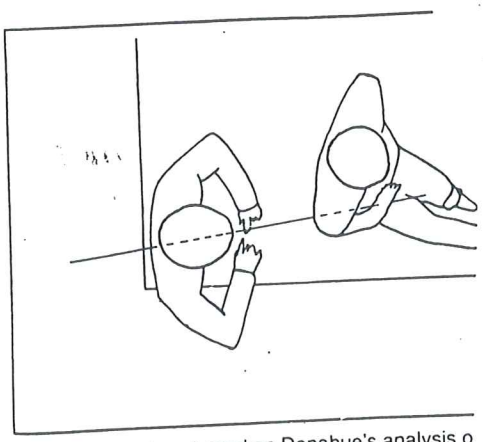
3. View of limousine interior shows jump seats much lower and farther inboard than rear seat on which Kennedy rode.



4. Overhead photo, CE 698, cl arly shows Connally sitting farther inboard than Kennedy.



5. Warren Commission drawing of the line of fire throu Kennedy's skull (left). The head in the drawing is tilte 60° forward. Rearranged to correspond to the House Committee's 11° forward tilt (right), the drawing matcl Donahue's original skull models.

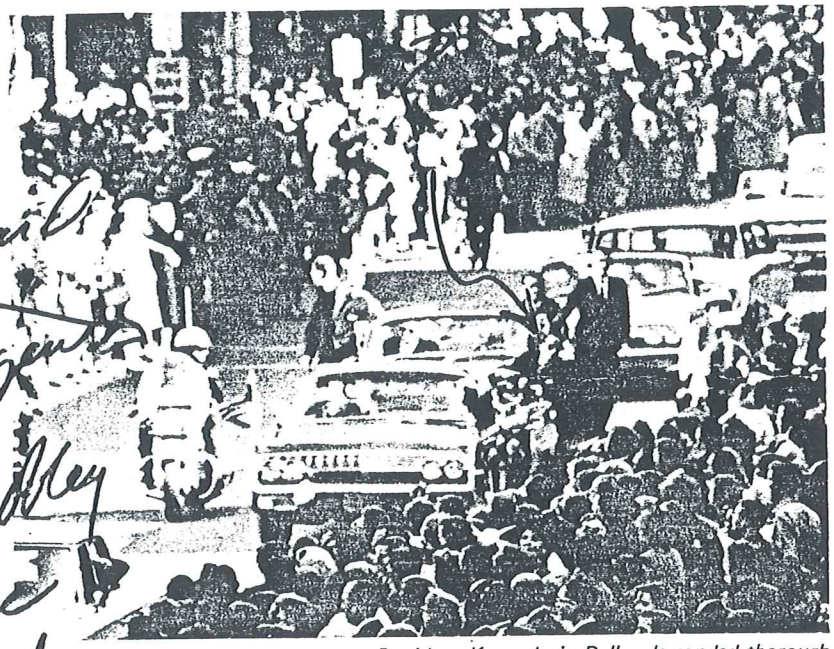


6. Actual trajectory, based on Donahue's analysis o positions.

Not a great copy but take at look at your book of ME

intersects Cedar Springs immediately north of the Ramada Inn was to be the beginning point at which Lunday would be responsible for the assignment of men on the parade route.

Deputy Chief Lunday drove the police car occupied by Assistant Chief Batchelor, and Secret Service Agents Sorrells and Lawson along the parade route. As Lawson suggested the speeds and timed the route, Assistant Chief Batchelor wrote down the number of men to be assigned at each intersection. Mr. Lawson suggested that additional manpower be assigned at each point where the motorcade would slow for a turn. His experience had been that unusually large crowds would be at these locations.



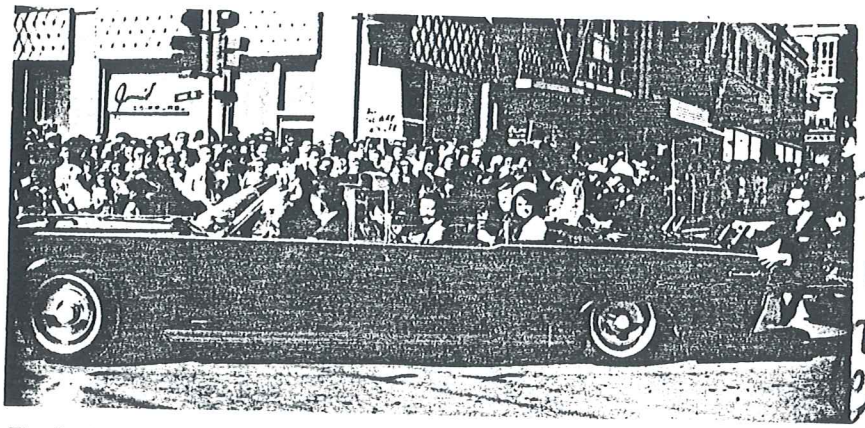
The large crowds which were to greet President Kennedy in Dallas demanded thorough security planning.

Note the same lifeless look as in the Altgens photo when presumably he should be looking forward to Kennedy's movements & gunshots at this point. He's not reactive

Mr. Lawson advised that he should have men on each railroad and traffic overpass near the motorcade. Officers were to be instructed not to let anyone stand over the immediate path of the presidential party. Agent Winston Lawson and Batchelor listed every intersection where there was a signal light, every railroad overpass and every traffic overpass on the route. These were carefully processed and from two to four men were assigned to each of these points.

The security planning for the motorcade was most detailed in those areas where the motorcade would be at a relatively slow speed and exposed to the most people. At the end of the downtown parade route the motorcade was to turn from Main to Houston. Crowds at that point

		crowd on the side of the street, good crowd along the edges of the barricades.
	531-1	Given information about Stemmons.
	1-531	Now at Harwood and McKinney.
	5-1	Advise keep crowd over about Harwood to Ross, they are getting out in the street here.
	1-5	We've got them.
12:20PM		Ross and Harwood.
	5-1	Crowd on Main Street in real good shape. Got them all back on the curb.
	1-5	Good shape, about to cross Live Oak.
12:22PM	1	Escort drop back, go real slow speed. Now approaching Main.



The President waves and Jacqueline smiles as the motorcade makes the turn into Main Street.

	531-15-2	You reading?
	15-2-531	10-4
	1	Hold up escort. OK, move along.
	1-531	Check to see if we've got everything in top check with the rear car.
	531-1	Who is in the rear car?
	158-531	Advise everything is OK.
	1-531	Where is 158?
	158	Just crossing Ervay Street.
	531-1	Location now.
	1-531	Field
12:26PM	1-531	Crossing Lamar Street now
	531-1	Is there a pretty good crowd there?
	1-531	Big crowd, yes.
12:28PM	5-531	Notify Captain Souter the location of the convoy now.
	531-15-2	On Main probably just past Lamar.
	1-531	Just crossing Market Street.

Why is Clint Hill riding the bumper here - but not at Dealey Plaza?

Indeed. How did he make the transfer from SS back up car to JFK car and back without (presumably) stopping?